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Joe McInnes  
TRANSPORTATION DIRECTOR

August 24, 2010

The Honorable Fletcher Fountain, Sr.  
Mayor of Fort Deposit  
P.O. Box 260  
Fort Deposit, Alabama 36032

**Subject: Annual Inspection Report  
Fort Deposit Municipal Airport**

Dear Mayor Fountain:

An inspection of the Fort Deposit Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on August 19, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport does not meet the requirements for the issuance of an operating license. The operating license for the airport is being withheld pending the necessary corrective actions of the violations listed in the report. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

There is also several maintenance items mentioned in the report that are recurring from last year's report without any visible progress being made to correct them. The Aeronautics Bureau is in possession of a grant request to repair the erosion problem on the north east corner of the field, but as of this date has not received the plans and specifications requested in our letter dated February 2, 2010.

When corrective actions have been taken you may contact the Aeronautics Bureau, to schedule a re-inspection.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Mr. Rans Black  
FAA/ADO  
Mr. Charlie King, Jr, Chairman  
Lowndes County Commission

AUGUST 19, 2010



DEPARTMENT OF TRANSPORTATION

## ANNUAL INSPECTION REPORT



FORT DEPOSIT MUNICIPAL AIRPORT

FORT DEPOSIT, ALABAMA

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# **Annual Inspection Report Fort Deposit Municipal Airport Fort Deposit, Alabama**

August 19, 2010

## **Introduction:**

**Code of Alabama 23-1-357(c).** The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of Fort Deposit Municipal Airport was conducted by Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on August 19, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

## **Inspection Methodology:**

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

# Annual Inspection Report Fort Deposit Municipal Airport Fort Deposit, Alabama

August 19, 2010

## **License Status:**

**Code of Alabama 23-1-375(a).** ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on August 19, 2010, it was determined that the airport **does not** meet the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

### **1. Approach and Departure Paths Administrative Code 450-9-1-.12(1) (See Appendix 1)**

#### **State Licensing Standards**

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

#### **Inspection Results**

- Runway 33: No obstructions (See Photo # 1 and Appendix 2).
- Runway 15: Trees identified as Tree # 8, Tree # 9, and Tree # 10 violate the 20:1 approach/departure path. Also, trees identified as Tree # 11, Tree # 12 and Tree # 13, if allowed to continue growing will become obstructions (See Photo # 2 and Appendix 3).



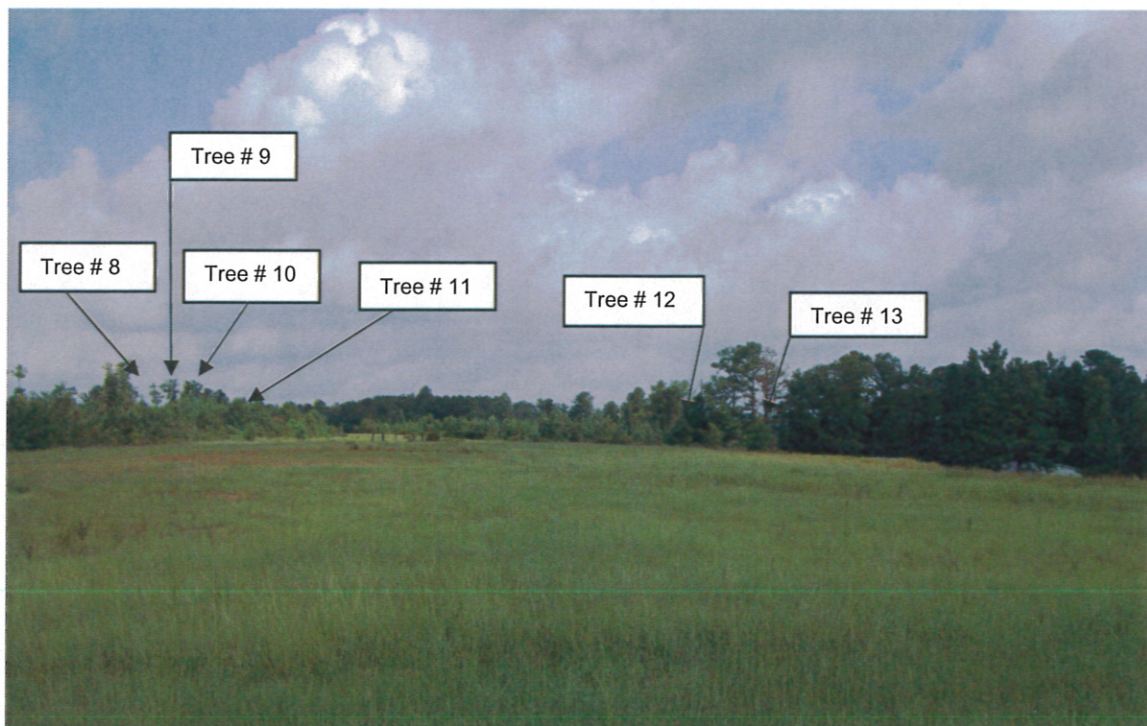
# Annual Inspection Report Fort Deposit Municipal Airport Fort Deposit, Alabama

August 19, 2010

**Photo # 1 - Runway 33 Approach**



**Photo # 2 – Runway 15 Obstructions**



# Annual Inspection Report Fort Deposit Municipal Airport Fort Deposit, Alabama

August 19, 2010

## Required Action

- All obstructions must be removed for an operating license to be issued. Potential obstructions should be removed before they penetrate the 20:1 approach/departure path.

## **2. Primary Surface Administrative Code 450-9-1-.12(2)**

### State Licensing Standards

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

### Inspection Results

- The primary surface is violated by trees and other vegetation growing within 125 feet from the centerline of the runway. These violations were found on east and west side of runway (See Photo # 3, and # 4). The primary surface also has an area of erosion north east of threshold to runway 15. The erosion is within 80 feet of the extended runway center line (See Photo # 5).

**Photo # 3 – East Side of Runway**





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**Photo # 4 – West Side of Runway**



**Photo # 5 – Erosion**





# **Annual Inspection Report Fort Deposit Municipal Airport Fort Deposit, Alabama**

August 19, 2010

## **Maintenance Required**

- Young trees, along with other vegetation have been allowed to encroach on the primary surface of both sides of the runway (within 125' of the runway centerline). These obstructions must be cleared and the primary surface maintained in a mowable condition to preclude obstructions from returning. As mentioned in previous reports the eroded area should be evaluated by a qualified engineer and repaired accordingly, as the area of erosion continues to grow.

## **3. Runway Safety Area Administrative Code 450-9-1-.12(3)**

### **State Licensing Standards**

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

### **Inspection Results**

- The runway safety area meets state licensing standards.

## **4. Airport Markings Administrative Code 450-9-1-.12(4)**

### **State Licensing Standards**

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

# Annual Inspection Report Fort Deposit Municipal Airport Fort Deposit, Alabama

August 19, 2010

## Inspection Results

- The runway markings are in poor condition (See Photo # 5).

**Photo # 5 – Faded Markings**



## Maintenance Required:

- The markings should be re-marked in accordance with FAA AC 150/5340-1J.

## **5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)**

### State Licensing Standards

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

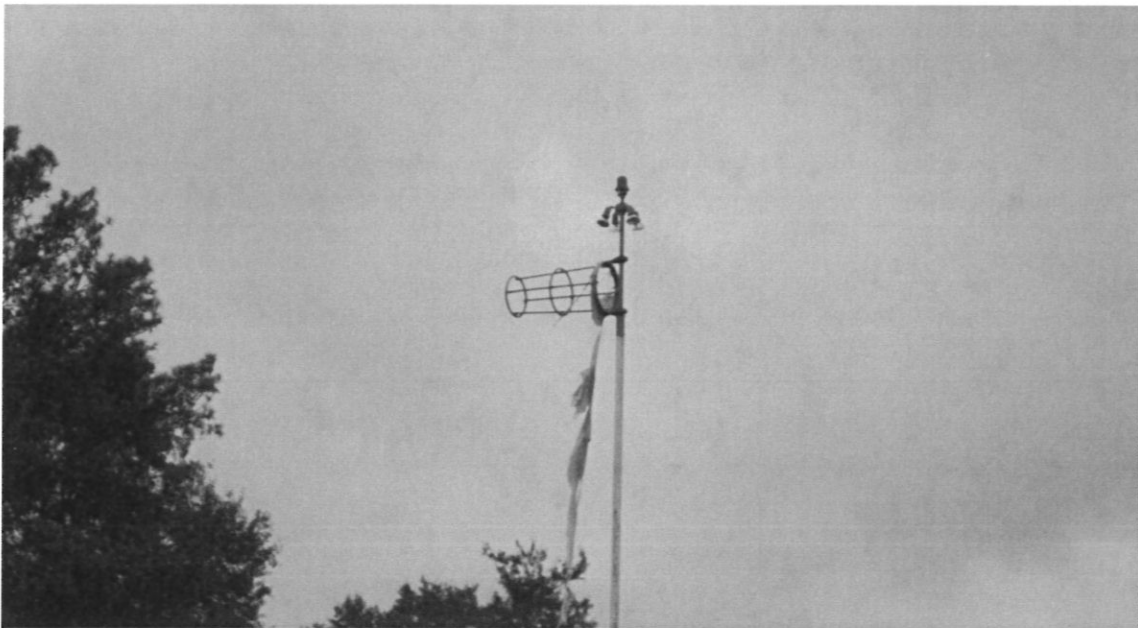
# Annual Inspection Report Fort Deposit Municipal Airport Fort Deposit, Alabama

August 19, 2010

## Inspection Results

- The wind cone fabric was torn to shreds (See Photo # 6).

**Photo # 6 – Wind Cone**



## Maintenance Required

- Wind cone fabric should be replaced.

## **6. Airport Lighting** **Administrative Code 450-9-1-.12(6)**

### State Licensing Standards

- Airport Lighting: Runway lights and airport rotating beacons and a lighted wind direction indicator are required for night operations. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.



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## **Inspection Results:**

- The results of the lighting system inspection is as follows:

Threshold Lights – 3 fixtures were missing or broken

Taxiway Lights – 0 inoperative

Runway Lights – 4 fixtures were missing or broken

## **Maintenance Required**

- Replace damaged or missing fixtures.

## **7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)**

### **State Licensing Standards**

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

## **Inspection Results**

- The airport pavement surfaces are in fair condition. There is evidence of moderate raveling (See Photo # 7), along with paving joint cracks with vegetation growing from the cracks.

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Fort Deposit Municipal Airport  
Fort Deposit, Alabama**

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**Photo # 7 – Surface Raveling**



**Maintenance Required**

- Cracks should be cleaned and sealed and at some point a surface treatment or tin overlay will be required.

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## **8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)**

### **State Licensing Standards**

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

### **Inspection Results**

- The airport has no fuel facilities.

## **9. Prohibited Activities Administrative Code 450-9-1-.16**

### **State Licensing Standards**

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

### **Inspection Results**

- No prohibited activities were observed during this inspection.



# Annual Inspection Report Fort Deposit Municipal Airport Fort Deposit, Alabama

August 19, 2010

## Summary

The table below summarizes items noted in this report.

### INSPECTION SUMMARY

Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path Rwy 15	Violation	Clear trees obstructing the approach and departure path
Primary Surface	Maintenance	Clear obstructions and repair erosion
Airport Markings	Maintenance	re-mark in accordance with FAA AC 150/5340-1J.
Wind Direction Indicator	Maintenance	Replace wind cone fabric
Airport Lighting	Maintenance	Replace damaged/missing lights
Runway Surfaces	Maintenance	Clean and seal cracks and consider future surface treatment project

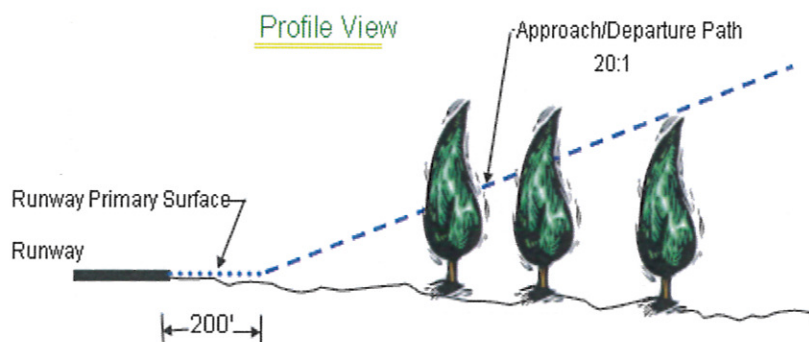
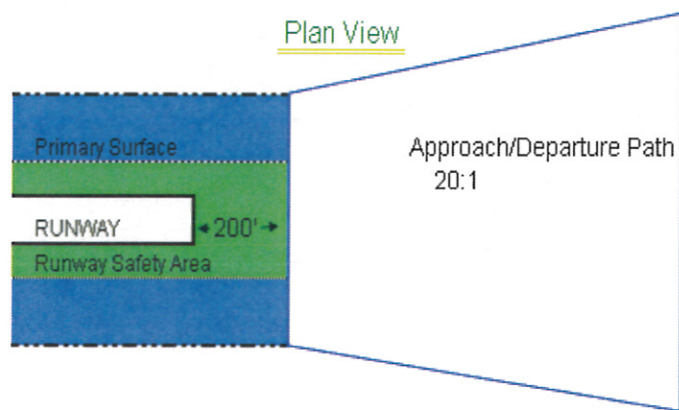
Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

# Annual Inspection Report Fort Deposit Municipal Airport Fort Deposit, Alabama

August 19, 2010

Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



## APPENDIX 1

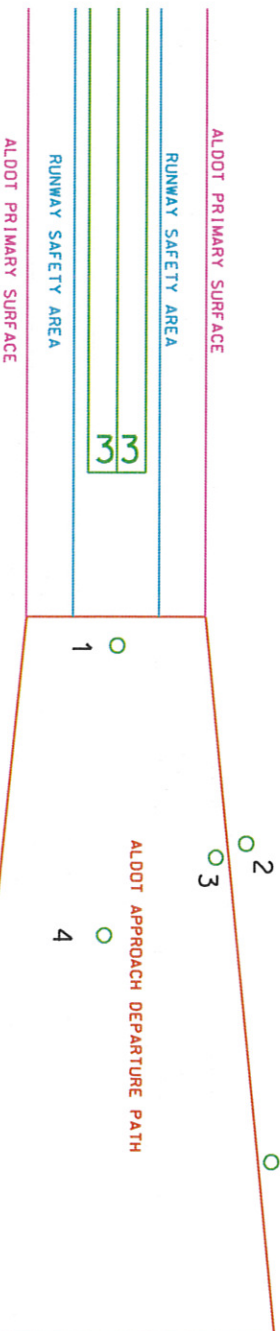
# FORT DEPOSIT MUNICIPAL AIRPORT AUGUST 19, 2010

## REQUIREMENTS FOR STATE AIRPORT LICENCE

### RUNWAY 33

~~IN~~

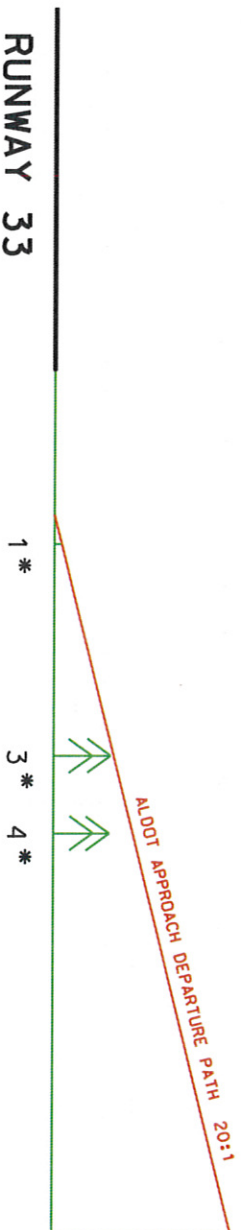
DRAWING NOT TO SCALE



- \* 1. FENCE POST - 1.85' ABOVE RUNWAY  
240' FROM RUNWAY END  
2' RIGHT OF CENTERLINE  
21:1 OBSTRUCTION CLEARANCE SLOPE
- \* 3. TREE - 15.9' ABOVE RUNWAY  
546' FROM RUNWAY END  
141' RIGHT OF CENTERLINE  
22:1 OBSTRUCTION CLEARANCE SLOPE
- \* 4. TREE - 15.5' ABOVE RUNWAY  
642' FROM RUNWAY END  
15' LEFT OF CENTERLINE  
28:1 OBSTRUCTION CLEARANCE SLOPE

\* NOT AN ALDOT OBSTRUCTION

NOTE: THIS SKETCH IS PROVIDED FOR  
INFORMATIONAL PURPOSES ONLY  
AND SHOULD NOT BE USED FOR  
ANY OTHER PURPOSE.



### PROFILE VIEW



# REQUIREMENTS FOR STATE AIRPORT LICENCE RUNWAY 15

- # NOT AN ALDOT OBSTRUCTION**

## PROFILE VIEW



ALDOT PRIMARY SURFACE
RUNWAY SAFETY AREA
RUNWAY SAFETY AREA
ALDOT PRIMARY SURFACE

# AIRPORT SAFETY SELF-INSPECTION CHECKLIST

DATE: \_\_\_\_\_ DAY: \_\_\_\_\_

✓ Satisfactory

X Unsatisfactory

Day Inspector/Time: \_\_\_\_\_ Night Inspector/Time: \_\_\_\_\_

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Pavement Areas	Pavement lips over 3"				
	Hole – 5" diam. 3" deep				
	Cracks/spalling/heaves				
	FOD: gravel/debris/sand				
	Rubber deposits				
	Ponding/edge dams				
Safety Areas	Ruts/humps/erosion				
	Drainage/construction				
	Support equipment/aircraft				
	Frangible bases				
	Unauthorized objects				
Markings	Clearly visible/standard				
	Runway markings				
	Taxiway markings				
	Holding position markings				
	Glass beads				
Signs	Standard/meet Sign Plan				
	Obscured/operable				
	Damaged/retroreflective				

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Lighting	Obscured/dirty/operable				
	Damaged/missing				
	Faulty aim/adjustment				
	Runway lighting				
	Taxiway lighting				
	Pilot control lighting				
Navigational Aids	Rotating beacon operable				
	Wind indicators				
	RENLS/VGSI systems				
Obstructions	Obstruction lights operable				
	Cranes/trees				
Fueling Operations	Fencing/gates/signs				
	Fuel marking/labeling				
	Fire extinguishers				
	Frayed wires				
	Fuel leaks/vegetation				
Snow & Ice	Surface conditions				
	Snowbank clearances				
	Lights & signs obscured				
	NAVAIDs				
	Fire access				



